



**PARK CITY MUNICIPAL CORPORATION
PLANNING DEPARTMENT ADMINISTRATIVE PUBLIC HEARING MINUTES
PLANNING DEPARTMENT CONFERENCE ROOM
MARSAC MUNICIPAL BUILDING
JUNE 5, 2025**

STAFF PRESENT: Rebecca Ward, Planning Director; Lillian Zollinger, Planner III; Elissa Martin, Planning Project Manager

Planning Director, Rebecca Ward, called the Park City Planning Department Administrative Public Hearing to order at approximately 12:00 p.m.

1. CONTINUATION.

- A. 268 Main Street – Administrative Conditional Use Permit –** The Applicant Proposes Installing a Temporary Dining Deck on Main Street to be used for Outdoor Dining. PL-25-06536.

Director Ward reported that the Administrative Conditional Use Permit for 268 Main Street was noticed for a public hearing but will be continued to a date uncertain.

At 12:02 p.m., the Planning Director opened the public hearing. There was no input provided. At 12:02 p.m., the Planning Director closed the public hearing.

The Administrative Conditional Use Permit for 268 Main Street was continued to a date uncertain. There will be public notice provided when this item is next scheduled for review.

2. REGULAR AGENDA

- A. 1328 Park Avenue – Historic District Design Review –** The Applicant Proposes to Modify and Expand a Non-Historic Addition on a Landmark Historic Site in the Historic Residential - Medium Zoning District. PL-24-06312.

Lillian Zollinger, Planner III, presented the Staff Report and explained that this is a Historic District Design Review ("HDDR") for 1328 Park Avenue. The property is in the Historic Residential – Medium Zoning District and it is a Landmark Historic Structure. The applicant is proposing to construct a partial basement, partial first, and partial second-story addition behind the existing historic structure. Planner Zollinger shared a drawing

with those present and explained that the orange section illustrates the proposed addition. The proposal does not impact the historic structure or historic materials. The existing addition is connected to the historic structure and is not proposed to be modified.

As conditioned and outlined in the Staff Report, the proposal is compliant with the Historic Residential – Medium Zoning District requirements regarding setbacks and height as well as the regulations outlined in 15-13-2. Planner Zollinger shared elevations, including the existing east and west elevations and the proposed east and west elevations. She next shared the existing north and south elevations and the proposed north and south elevations. Planner Zollinger highlighted some of the proposed Conditions of Approval:

- Condition of Approval #5:
 - The property is in the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance), has been issued a Certificate of Compliance, and the proposed work shall comply with that certificate.
- Condition of Approval #7:
 - Wood shingles are prohibited. The Landmark Historic Structure wood siding shall be painted opaque.
- Condition of Approval #8:
 - Pursuant to LMC § 15-13-2(A)(9) and LMC § 15-13-2(B)(4)(c), the Applicant shall update the plans to simplify the ornate detailing on the new front deck, the garage doors, the new rear covered deck, and the new rear entrance to be more compatible with the Historic District, to not detract from the Historic Structure's historic character, and reflect the era of construction.
- Condition of Approval #9:
 - The second-level addition shall be updated to be set back from the Landmark Historic Structure by at least 12 feet, two inches pursuant to LMC § 15-13-2(B)(4)(c).
- Condition of Approval #10:
 - The Applicant shall update the plans to show the dimensions of the window well in the Side Setback and it shall not exceed the minimum egress required pursuant to the International Building Code ("IBC").
- Condition of Approval #11:
 - The Applicant shall update the deck on the front façade of the new proposed addition to include a shed roof and be reduced to five feet in depth to reflect traditional historic porch depths.

Planner Zollinger pointed out the front porch deck. Porches are found on historic structures, but those are limited in size and scale. In addition, historic porches are typically covered. She noted that the second level portion is proposed to be approximately five feet from the existing historic structure wall plane. Per the section of code listed in the Conditions of Approval, Staff recommends that it be pushed back. Planner Zollinger reported that the applicant representative is attending the meeting in person. In addition, the homeowners and representatives are attending virtually.

Director Ward asked the applicant team to share comments. The applicant's

representative noted that there were some questions related to Conditions of Approval #8 and #11, which have to do with the deck and the detailing. He asked if the process is handled with the Planning Department. Director Ward explained that once there is approval at this level, those kinds of details can be worked through before the Building Permit is submitted. The minor updates mentioned can be made at that time and Planner Zollinger can facilitate that process. There were no additional comments shared.

At 12:07 p.m., the Planning Director opened a public hearing. There was no input provided. At 12:08, the Planning Director closed the public hearing.

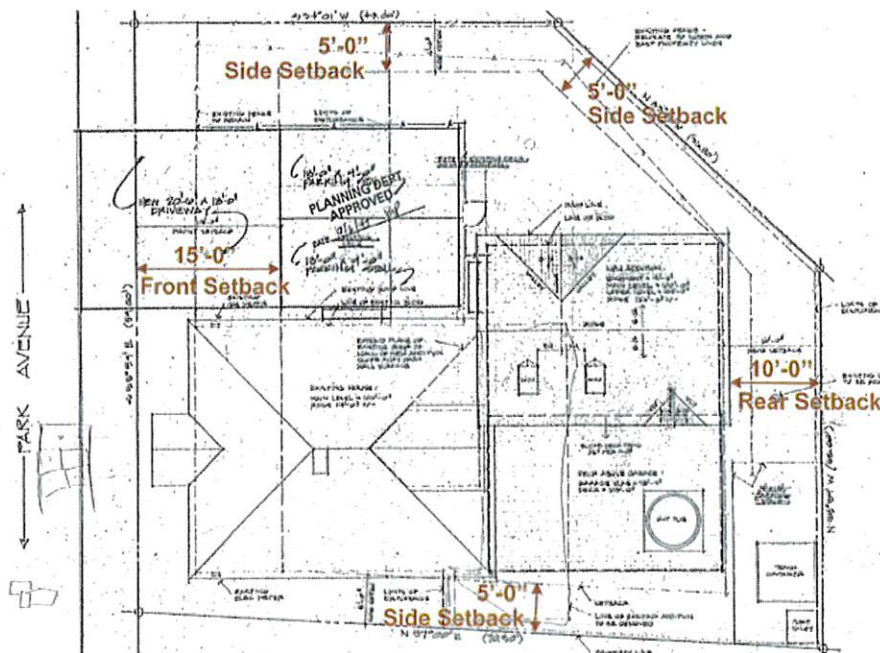
MOTION: The Planning Director APPROVED the 1328 Park Avenue HDDR, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. 1328 Park Avenue is an unusual, five-sided, 3955-square-foot Lot in the Historic Residential Medium (HRM) Zoning District.
2. Land Management Code (LMC) § 15-2.4-2(A)(1) establishes Single-Family Dwellings as an allowed use in the HRM Zoning District.
3. 1328 Park Avenue is an SFD and no changes to the Use are proposed.
4. 1328 Park Avenue is a Landmark Historic Structure constructed circa 1925. In the 1990s, a non-historic addition was added to the rear of the structure.
5. On December 12, 2024, the Planning Director determined the rear addition was a valid Non-Complying Structure because when it was constructed in the 1990s, the LMC did not require a transitional element between the Historic Structure and new construction.
6. The Applicant proposes to modify the non-historic addition by constructing:
 - a partial 514-square-foot basement level addition,
 - a partial 146-square-foot main level expansion,
 - and a partial 412-square-foot second-level expansion.
7. The Applicant proposes to restore non-historic materials on the Historic Structure to a more appropriate material and time by replacing the existing non-historic windows with wood windows, replacing the front door with a more era-compliant style door, and replacing the wood posts on the front entryway with wood brackets to reflect original construction.
8. The proposal to modify and expand a non-historic rear addition, as conditioned, complies with Historic Residential - Medium Zoning District

requirements outlined in LMC Chapter 15-2.4.

9. Two of the purposes of the HRM Zoning District are to “encourage new Development along an important corridor that is Compatible with Historic Buildings and/or Structures in the surrounding Area,” and “encourage the rehabilitation of existing Historic Buildings and/or Structures.”
10. LMC § 15-4-17 outlines the Setbacks for an unusual Lot. The 1997 LMC regulated Setbacks for Lots in the HRM District as follows: Front Setback: 15 feet Rear Setback: 10 feet Side Setbacks: 5 feet 12. Under the HRM Zoning District regulations outlined in LMC § 15-2.4-3, the Setback requirements are the same today. The Planning Director determined the Setbacks to be the same as 1997 and to be as follows:



1997 Building Permit plans with the Setbacks called out by Staff.

11. LMC § 15-2.4-3 outlines the Lot and Site requirements for the HRM Zoning District, described in the table below:

Zoning Requirement	Analysis
Minimum Lot Size – 1,875 square feet for an SFD	Complies: 3,955 square feet
Maximum Lot Size – 3,750 square feet for	Valid Non-Complying: 3,955 square feet

an SFD	LMC § 15-2.4-4 outlines that Landmark Historic Sites that do not meet the maximum Lot Size are valid Non-Complying.
Minimum Lot Width measured 15 feet back from the Front Lot Line - 37.5 feet	Complies: 37.5 feet
Front Setback – 15 feet	Landmark Historic Structure Valid Non-Complying: two feet, six inches The Landmark Historic Structure encroaches into the Front Setback by 12 feet, six inches. LMC § 15-2.4-4 outlines that Landmark Historic Sites that do not meet Setbacks are valid Non-Complying Structures. Existing and New Addition Complies: 15 feet The proposed modifications are approximately 33 feet from the Front Lot line.
Rear Setback – 10 feet	Complies: 10 feet LMC § 15-2.4-3(E)(4) states the Rear Setback must be open and free of any Structure except: "Roof overhangs and eaves projecting not more than three feet (3') into the Rear Setback." The Applicant proposes roof overhangs that are three feet or less in the Rear Setback.

Side Setbacks – 5 feet each	Complies: 5 feet each The five-sided Lot has three Side Setbacks (north, northeast, and south), pursuant to the 1997 Building Permit and the Planning Director's Determination dated December 12, 2024. LMC § 15-2.4-3(l)(4) states the Side Setback must be open and free of any Structure except "Roof overhangs and eaves projecting not more than three feet (3') into the Rear Setback." The Applicant proposes roof overhangs that are two feet or less in the Side Setback. LMC § 15-2.4-3(l)(4) states the Side Setback must be open and free of any Structure except "Window wells not exceeding the minimum International Residential Code (IRC) or International Building Code (IBC) requirements for egress may extend not more than four feet (4') into the Side Setback." The Applicant proposes a window well that extends one foot, two inches into the Side Setback. The window well shall be reduced to not exceed the minimum egress required pursuant to the IBC (see Condition of Approval 10).
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12. Pursuant to LMC § 15-2.4-5, the maximum height for any Structure in the HRM Zoning District is 27 feet from Existing Grade. The Applicant proposes adding a second level to the existing non-historic addition to the SFD and increasing a portion of the height to a maximum height of 26.27 feet from Existing Grade.
13. The proposal to modify and expand a non-historic rear addition complies with the criteria outlined in LMC Chapter 15-3, *Off-Street Parking*.
14. The driveway for the Landmark Historic Structure is accessed via City property at the rear of the SFD through an Encroachment Permit recorded

with Summit County (Entry No. 838315).

15. LMC § 15-3-6(A) requires two parking spaces for an SFD. Parking Spaces within a garage must be at least 11 feet by 20 feet. There is an existing single-car garage that measures 12 feet, eight inches by 21 feet. There is no second parking space. LMC § 15-2.4-4 outlines that Landmark Historic Sites that do not meet parking requirements are valid Non-Complying Structures.
16. The proposal to modify and expand a non-historic rear addition, as conditioned, complies with Historic Regulations outlined in LMC § 15-13-2 *Regulations for Historic Residential Sites*:

B. Specific Regulations

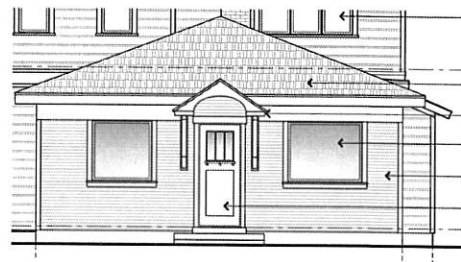
1. Site Design	Analysis of Proposal
a) Building Setback and Orientation LMC § 15-13-2(B)(1)(a) states, "Preserve the original location of the main entry of the historic structure, if extant.	Complies: The Applicant does not propose changes to the setbacks or orientation of the Landmark Historic Structure.
2. Primary Structures	Analysis of Proposal
a) Exterior Walls – LMC § 15-13-2(B)(2)(a) states, "Preserve and maintain historic exterior materials including wood siding (drop siding, clapboard, board and batten), frieze boards, cornices, moldings, shingles, etc., as well as stone and masonry. Repair deteriorated or damaged historic exterior materials using recognized preservation methods appropriate to the specific material."	Complies: The Applicant proposes to keep the historic wood siding, to repair as needed, and to repaint.

- c) Doors – LMC § 15-13-2(B)(2)(c) states, “When no physical or documentary evidence of original doors exists, replacement doors typically shall be of wood, with or without glazing, and shall complement the style of the historic structure. When replacing non-historic doors, use designs similar to those that were found historically in Park City. Paneled doors were typical and many had a vertical pane of glass. Scalloped, Dutch, and colonial doors, as well as door sidelights are not appropriate on most primary and secondary façades.”

Complies: The Applicant proposes to replace the non-historic front door with a door more reflective of the 1925 era.



1940s tax photo from the Historic Site Inventory Form.



Proposed front door.

- d) Windows – LMC § 15-13-2(B)(2)(d) states, “Maintain and preserve historic window openings, windows, window surrounds, and decorative window features... replacement windows typically shall be of wood and shall complement the style of the historic structure.”

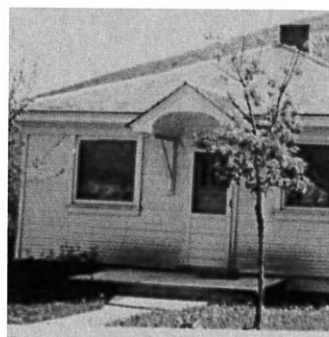
Complies: The Applicant proposes to preserve all historic window openings and replace the non-historic windows with wood windows.

- g) Porches – LMC § 15-13-2(B)(2)(g) states, “Preserve and maintain a historic porch by preserving the existing location, form, proportion, details, posts, railing, and stairs. Repair deteriorated historic elements of the porch. Replacement porch elements are allowed only when it can be shown that the historic elements are no longer safe and/or serviceable and cannot be repaired to a safe and/or serviceable condition. Replacement elements shall exactly match the historic elements in size, dimensions, form, profile, and material.”

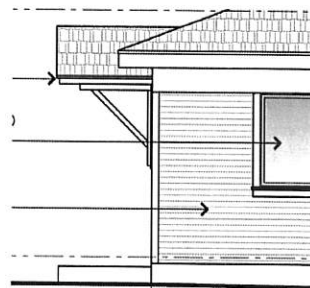
Complies: The Applicant proposes to keep the porch as is and to replace the wood posts with haunches to better reflect the time in which the structure was constructed.



Existing wood posts.



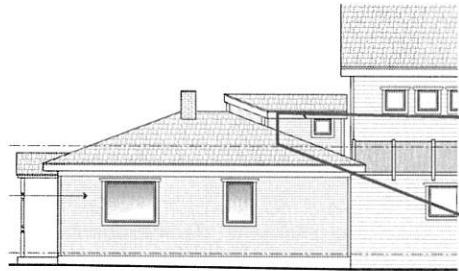
1940s tax photo from the Historic Site Inventory Form.



Proposed wood haunches.

- a. Protection for Historic Structures & Sites – LMC § 15-13-2(4)(a) states, “Additions to historic structures shall be considered with caution and shall be considered only on non-character defining facades, usually tertiary and occasionally secondary facades. Additions shall not compromise the architectural character of historic structures. Additions to the primary façades of historic structures are inappropriate. Maintain and preserve additions to structures that are significant to the era/period of restoration.”

Complies: The proposed modifications will not impact the Landmark Historic Structure’s form or materials. The Applicant proposes adding a partial second level and partial basement level to the existing non-historic addition. The Applicant proposes to remove a non-historic structure on the Historic Structure and to return the roof form to its original shape.



Existing south elevation, with the non-historic addition proposed to be removed in orange.



Proposed south elevation (the proposed deck in the background is not proposed to attach to the Historic Structure).

- b. Transitional Elements - LMC 15-13-2(B)(4)(b) states, “When an existing non-historic or non-contributory addition is used as a transitional element, the preceding regulations for transitional elements shall not apply.”

Valid, Non-Complying: Pursuant to the Planning Director’s Non-Complying Determination from December 12, 2024, the existing non-historic addition is a Valid, Non-Complying Structure, as it was constructed in 1997 prior to the transitional element

- c. General Compatibility – LMC § 15-13-2(4)(c) states, "Large additions (additions with a footprint exceeding 50% of the footprint of the Historic Structure) shall be visually separated from historic buildings when viewed from the public right of way. Where the height of a new addition exceeds the height of the Historic Structure, site topography (e.g., an uphill addition), or both, the addition shall be set away from the historic structure by a minimum of one-half (1/2) the length of the least-wide historic elevation adjacent to the historic elevation to which the transitional element is attached. Additions shall complement the visual and physical qualities of the historic building. An addition shall not be designed to be an exact copy of the existing style or imply an earlier period or more ornate style than that of the historic building. The addition shall be a contemporary interpretation of the historic structure's architecture style. The addition shall not be designed to contrast starkly with the historic structure; an acceptable design shall be compatible in mass, scale, fenestration patterns, and design details. It shall not detract from the Historic District's or Structure's historic character. Windows, doors and other features on a new addition shall be designed to be compatible with the historic structure and surrounding historic sites. Windows, doors and other openings shall be of sizes and proportions similar to those found on nearby historic structures. When using new window patterns and designs, those elements shall respect the typical historic character and proportions of windows on the primary historic structure and adjacent historic structures.

See Condition of Approval 8 and 9:

The proposed partial second-level addition behind the Landmark Historic Structure is not attached to the Landmark Historic Structure but is attached to the existing non-historic addition. Since the proposed addition exceeds the height of Historic Structure, pursuant to LMC 15-13-2(4)(c), the second-level addition shall be set back the from the historic structure by a minimum of one-half (1/2) the length of the least-wide historic elevation. The least-wide historic elevation measures 24 feet, four inches, therefore the second-level addition behind the Historic Structure shall be set back from the Historic Structure by 12 feet, two inches.

The proposed modifications reflect compatible materials: asphalt shingles, wood siding, and wood windows. The additional windows reflect the 2:1 ratio and respect the solid to void ratio of the Historic District.



Existing west elevation.



Proposed west elevation.

The solid-to-void relationship and detailing of an addition shall be compatible with the historic structure.”



Existing east elevation.



Proposed east elevation.



Existing north elevation.



Proposed north elevation.



Existing south elevation.



Proposed south elevation.

There are some elements that are designed not reflective of the Historic District. The Applicant shall simplify some of the forms, such as the new front deck, the garage doors, the new rear covered deck, the new rear entrance to reflect the designs of the Historic District.

6. Decks should be constructed in inconspicuous areas where visually minimized from the primary right-of-way, usually on the tertiary façade. If built on a secondary façade of the historic structure, a deck should be screened from the right-of-way with fencing and/or appropriate native landscaping. The visual impact of a deck should be minimized by limiting its size and scale. Introducing a deck that visually detracts from a historic structure or historic site or substantially alters a historic site's proportion of built area to open space is not appropriate.

See Condition of Approval 11:

The Applicant proposes a deck on the front façade of the non-historic addition. The proposed deck is partially screened from the Right-of-Way by existing trees. The Applicant shall update the deck to include a shed roof to create a second-story porch, which must be reduced to five feet in depth to reflect traditional historic porch depths.



Proposed front elevation with existing vegetation shown by the Applicant.

17. The Development Review Committee reviewed the proposal on May 20, 2025, and confirmed the proposal complies with their required standards.
18. Staff published notice on the City's website and posted notice to the property on May 22, 2025. Staff mailed courtesy notice to property owners within 100 feet and posted notice to the property on May 22, 2025.

Conclusions of Law:

1. The proposal, as conditioned, complies with the LMC requirements in Chapter 15-2.4 *Historic Residential Medium District*.
2. The proposal complies with the LMC requirements in Chapter 15-3 *Off-Street Parking*.
3. The proposal, as conditioned, complies with the LMC requirements in Chapter 15-13-2 *Regulations For Historic Residential Sites*.

Conditions of Approval:

1. Final building plans and construction details shall reflect substantial compliance with the plans reviewed June 5, 2025, by the Planning Director, pending design modifications conditioned, and as required for this approval. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning and Building Departments may result in a stop-work order.
2. If the Applicant does not obtain a Building Permit within one year of the date of this approval, this HDDR approval will expire unless the Applicant submits a written extension request to the Planning Department prior to the expiration date and the Planning Director approves an extension.
3. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans.
4. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or designee prior to construction.
5. The property is in the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance), has been issued a Certificate of Compliance, and the proposed work shall comply with that certificate.

6. Any areas disturbed during construction surrounding the proposed work shall be brought back to their original grade. Final Grade shall be within four feet of Existing Grade.
 7. Wood shingles are prohibited. The Landmark Historic Structure wood siding shall be painted opaque.
 8. Pursuant to LMC § 15-13-2(A)(9) and LMC § 15-13-2(B)(4)(c), the Applicant shall update the plans to simplify the ornate detailing on the new front deck, the garage doors, the new rear covered deck, and the new rear entrance to be more compatible with the Historic District, to not detract from the Historic Structure's historic character, and reflect the era of construction.
 9. The second-level addition shall be updated to be set back from the Landmark Historic Structure by at least 12 feet, two inches pursuant to LMC § 15-13-2(B)(4)(c).
 10. The Applicant shall update the plans to show the dimensions of the window well in the Side Setback and it shall not exceed the minimum egress required pursuant to the IBC.
 11. The Applicant shall update the deck on the front façade of the new proposed addition to include a shed roof and be reduced to five feet in depth to reflect traditional historic porch depths.
- B. 732 Crescent Tram – Subdivision Plat** – The Applicant Proposes to Create One Lot from Metes and Bounds Parcel PC-338-B in the Historic Residential - 1 Zoning District. PL-25-05223.

Planning Project Manager, Elissa Martin, presented the Staff Report and explained that the item is a Final Subdivision Plat for 732 Crescent Tram. She shared a Vicinity Map with those present and pointed out the location of the property. Some background information was presented. Manager Martin reported that this is a Landmark Historic Structure. The original structure was constructed in 1904. The application for a Final Plat is to create one lot for the purpose of constructing a basement and rear addition and to rehabilitate the historic home. A portion of the historic Crescent Tram pathway crosses over the property. That has historically provided public access through the site over the former narrow-gauge mining railroad path. According to a 2022 Record of Survey, there were originally four metes and bounds parcels, the largest of which was PC-338-B, the site with the 732 Crescent historic home, which was shown on a map in purple.

The applicant originally submitted a plat for three lots. After that, there were several different iterations submitted. For instance, there was a proposal for two lots that did not include the 732 Crescent piece. In October 2024, the Historic Preservation Board approved Material Deconstruction for the historic home to allow for the addition. In January 2025, the applicant submitted the revised plat for one lot with the historic

structure. On March 12, 2025, the Planning Commission approved the Preliminary Plat.

The proposed Final Plat will create a 5,668-square-foot lot. The plat meets all of the requirements of the Historic Residential – 1 Zoning District and Subdivision standards. The plat preserves the shared access through an easement for the neighboring property. In addition, the plat dedicates a portion of the Crescent Tram and 8th Street public right-of-way for future improvements. Manager Martin reported that the plat has Good Cause:

- Consistent with the Historic Residential – 1 Zoning District requirements;
- Shared access preserved;
- Public right-of-way dedication;
- Memorializes and updates Crescent Tram public pathway easement; and
- Rehabilitation of Landmark Historic Structure (currently vacant and deteriorating).

Manager Martin shared the Staff recommendation with those present:

- Review the proposed one-lot subdivision of metes and bounds Parcel PC-338-B to allow for construction of a basement and rear addition to a Landmark Historic Structure;
- Conduct a public hearing; and
- Consider approving the Crescent Tram Final Subdivision Plat based on the Findings of Fact, Conclusions of Law, and Conditions of Approval, as outlined in the Final Action Letter.

Director Ward asked about the driveway to the historic home. She wanted to know if it is possible for a vehicle to park outside of the garage and on the driveway in a way that does not encroach on the pedestrian access easement. Bill Van Sickle believed the tail end would likely encroach into the easement, but offered to check. Jason Boal measured approximately 18 feet between the front of the garage and the pedestrian pathway and asked for verification. Mr. Van Sickle reported that it is approximately 18 feet, depending on where it is measured. As a result, it would be possible to have a vehicle in front.

Director Ward referenced Condition of Approval #7, which states: “Neither the shared driveway nor the future residences shall prohibit pedestrian access of a future 8th Street public pathway, located just south of the 802 Empire Avenue Subdivision, connecting Empire Avenue to the Crescent Tram pedestrian pathway.” She asked if the applicant would be open to a Plat Note that clarifies parking is prohibited from encroaching into the pedestrian easement on the driveway. Tony Hynes believed that would be fine.

Mr. Van Sickle reported that standard parking is 9x18 and believes the Plat Note is acceptable. Director Ward expressed concern about larger vehicles. She wants to make sure the easement remains clear, so there are no impacts to the pedestrian easement.

Martina Nelson does not have a problem with the suggested Plat Note. She explained that a 16-foot width was requested by the City, but the actual footpath along that alignment will not be that wide. There will be a separately stamped concrete path that will guide

people to the Crescent Tram Trail. While the easement itself is 16 feet wide, the memorialized pathway to guide pedestrians will be much narrower than that. Mr. Hynes asked if the Plat Note would restrict vehicles from encroaching on the easement or on the actual pathway. Director Ward clarified that it would be the easement. Mr. Van Sickle informed those present that there is no problem with the proposed Plat Note.

At 12:18 p.m., the Planning Director opened a public hearing. There was no input provided. At 12:18, the Planning Director closed the public hearing.

MOTION: The Planning Director APPROVED the 732 Crescent Tram Final Subdivision Plat, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended:

Findings of Fact:

1. On April 5, 2022, the Applicant submitted a subdivision application for a three-lot subdivision that encompassed four metes and bounds parcels: PC-338-B, PC-320, PC-320-B, and SA-137-1 (PL-22-05223).
2. A Boundary Line Agreement and Record of Survey was recorded at Summit County on May 23, 2023, which consolidated the four parcels into two metes and bounds parcels: PC-338-B and PC-320 (Summit County Recorder Entry # 1204860).
3. The Applicant submitted a revised Plat in July of 2023 for a two-Lot subdivision of parcel PC-320 (the plat did not include 732 Crescent at that time); another revised plat was submitted on January 29, 2025 for a one-Lot subdivision of metes and bounds parcel PC-338-B, otherwise known as 732 Crescent Road, a Landmark Historic Site with an existing historic Structure.
4. The Subdivision Plat application is for a Single-Family Dwelling and is therefore subject to the Administrative Subdivision Procedures outlined in LMC § 15-7.5; all other Subdivision regulations in Chapters 15-7 through 15-7.4 apply to administrative Subdivisions unless contradicted by Chapter 15-7.5, in which case, Chapter 15-7.5 shall control.
5. Pursuant to LMC § 15-7.5-4 the Planning Commission shall approve the preliminary Subdivision if the preliminary Subdivision complies with the applicable Municipal Code of Park City regulations and all other applicable standards and specifications
6. On March 12, 2025, the Planning Commission approved the 732 Crescent Tram Preliminary Plat, based on a finding of Good Cause Pursuant to LMC § 15-7.1-5(D), including the following:

- a. The proposed Lot meets the zoning requirements of the HR-1 Zoning District and access will be via a private shared driveway which is encouraged in the Historic District.
 - b. The Subdivision will allow rehabilitation of a Landmark Historic Structure, which is vacant and in poor condition.
 - c. The plat dedicates a portion of the Crescent Tram and 8th Street public ROWs to the City for future widening and improvements to the ROW.
 - d. The plat memorializes the public pedestrian access easement for the Crescent Tram pathway, maintaining public access across the private shared driveway.
7. Pursuant to LMC § 15-7.5-5 *Final Subdivision Review*, the Planning Director shall approve a final Subdivision if it complies with the Planning Commission's preliminary Subdivision approval.
- a. The 732 Crescent Tram Final Subdivision Plat is consistent with the preliminary Subdivision approved by the Planning Commission on March 12, 2025, by dedicating public Crescent Road and 8th Street ROW, dedicating the Crescent Tram Pathway public access easement, preserving the shared driveway access easement, and including the required plat notes.
 - b. The proposed Final Subdivision Plat complies with LMC § 15-7.3 Requirements for Improvements, Reservations, and Design and LMC § 15-7.5 Administrative Subdivision Procedure in the following ways:
 - c. The property is accessed from Crescent Road, an existing Street on the Streets Master Plan; the Streets Master Plan calls for future widening of asphalt and 'Obtaining Right-of-Way' for the portion of Crescent Tram between Empire Ave and Norfolk Ave.
 - d. Pursuant to LMC 15-7.3-4(I)(2), where a Subdivision borders an existing narrow road or when the Streets Master Plan indicates plans for realignment or widening a road that would require Use of some of the land in the Subdivision, the Applicant shall be required to improve and dedicate at his expense such Areas for widening or realignment of such roads.
 - e. The proposed Subdivision borders Crescent Tram ROW, a road identified on the Park City Streets Master Plan for future widening and ROW acquisition.
 - f. The proposed preliminary Subdivision Plat dedicates that portion of land that overlaps with the Crescent Tram ROW to the City as a public ROW.
 - g. A portion of the historic Crescent Tram Trail, a public pathway,

crosses over the subject property and is within an existing easement (Summit County Recorder Entry no.1162188).

8. As conditioned, the proposed Final Subdivision Plat complies with the HR-1 Zoning District Requirements outlined in LMC Chapter 15-2.2.
 - a. LMC § 15-2.2-4 exempts Landmark Historic Sites from maximum Size regulations; the Subdivision will create one 5,668-square-foot Lot.
 - b. A private shared driveway crosses over 732 Crescent Road to provide access to the adjacent vacant parcel PC-320; a 16-foot-wide easement for the shared driveway is included on the proposed plat.
 - c. The proposed shared private driveway minimizes curb cuts on Crescent Road and is encouraged in the Historic District.
9. Staff published notice on the City's website and posted notice to the property on May 21, 2025. Staff mailed courtesy notice to property owners within 100 feet on May 20, 2025.

Conclusions of Law:

1. The Final Subdivision Plat is consistent with the Park City Land Management Code Chapters 15-7.5 and Chapter 15-7.3.
2. Neither the public nor any person will be materially injured by the proposed Subdivision.
3. Approval of the Subdivision, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the Plat for compliance with State Law, the Land Management Code, and the Conditions of Approval, prior to recordation of the Plat.
2. The applicant shall record the Final Plat within one year from the date of this approval. If the Final Plat is not recorded within one (1) years' time, this approval for the Final Subdivision Plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Commission.
3. The Final Subdivision Plat shall dedicate a portion of the property that overlaps with the Crescent Tram ROW and fronts the 8th Street ROW to

the City as public ROW, for future improvements; the boundary of the dedicated public ROW shall have final approval from the City Engineer prior to Final Plat recordation.

4. The Final Subdivision Plat shall include a new Crescent Tram Pathway Public Access Easement to preserve pedestrian access, as approved by the Park City Trails Division.
 5. Four feet of the Crescent Tram pathway that runs through the site shall be constructed with material distinguished from the private shared driveway, and the Applicant shall install and maintain signage indicating public access is allowed, as approved by the Trails and Open Space Manager, Engineering Department, and Planning Department.
 6. The utility pole located in the middle of the driveway shall be relocated on-site to a location that does not obstruct views of the neighboring homes or sight visibility from the public ROW, as approved by the City Engineer and Rocky Mountain Power.
 7. Neither the shared driveway nor the future residences shall prohibit pedestrian access to a future 8th Street public pathway, located just south of the 802 Empire Avenue Subdivision, connecting Empire Avenue to the Crescent Tram pedestrian pathway. A Plat Note shall be added prohibiting parking encroachments onto the pedestrian access easement.
 8. The Applicant or assignees shall not oppose a determination made by the City that a staircase or other form of public access connecting Crescent Tram to Empire Avenue, adjacent to the subject property, is warranted at some point in the future. The Applicant agrees to include an offer of dedication for the connection if requested by the City Engineer on the applicable future application.
 9. Prior to Final Plat recordation, the Applicant shall ensure adequate public utilities are provided to service new development at the site and dedicate utility easements on the Final Subdivision Plat per Public Utilities (for water) and Snyderville Basin Reclamation District (for sewer) specifications.
 10. If significant work on the driveway is proposed, the property owner should consider extending public utilities to the adjacent Parcel PC-320 at that time.
- C. **732 Crescent Tram – Historic District Design Review** – The Applicant Proposes to Construct a Basement and Rear Addition to a Landmark Historic Structure in the Historic Residential - 1 Zoning District. PL-23-05741.

Planner Zollinger presented the Staff Report and explained that the item is an HDDR for

732 Crescent Tram. She reported that it is in the Historic Residential – 1 Zoning District and is a Landmark Historic Structure. The applicant is proposing to lift the structure and construct a basement and rear addition. As conditioned, the proposal was found to be compliant with LMC Chapter 15-2.2 as well as 15-13-2. The elevations were shared.

Planner Zollinger reviewed some of the Conditions of Approval with those present:

- Condition of Approval #15:
 - The retaining walls for the stairs shall be reduced in height to step and follow the grade and steps, to reduce the wall effect. The Applicant shall show the reduced walls, proposed railings, and materials on the plans prior Building Permit submittal.
- Condition of Approval #16:
 - The proposed driveway shall be reduced to 10 feet in width.
- Condition of Approval #17:
 - Final materials proposed on the Historic Structure windows and porch shall be wood. All wood materials shall be painted or stained opaque.

Planner Zollinger discussed Condition of Approval #16, which relates to the discussion had earlier about the Condition of Approval for the Final Subdivision Plat. The applicant was working through those final easements and private drive access. Some clarity is needed from the applicant. Several other Conditions of Approval were reviewed:

- Condition of Approval #18:
 - The Applicant shall update the proposed plans, prior to Building Permit submittal, to show all mechanical equipment compliant with LMC § 15-13-2(B)(2) and Setback requirements. Mechanical equipment may not be on a primary façade, must be screened, and at least three feet away from the Lot lines.
- Condition of Approval #19:
 - The Applicant shall update the final material list to show all materials on all proposed elevations and final materials shall comply with LMC § 15-13-2 prior to Building Permit submittal.
- Condition of Approval #20:
 - Pursuant to LMC § 15-13-2(B)(4)(c), the Applicant shall update the porch on the non-historic addition to be five feet or less in depth and to have a shed roof covering the porch to be compatible with the Historic Structure.

Currently, the proposed materials are shown on the front elevation, but Staff needs to clarify and review the proposed materials on all elevations to ensure that the majority of the materials are compliant and that accessory materials are used in a limited fashion. Mr. Van Sickle reported that the Conditions of Approval were reviewed and are supported.

Director Ward reported that there are Code Amendments that are scheduled for City Council review that would allow a little more flexibility with the materials on the addition, where it would not necessarily need to be painted opaque. She believed Condition of

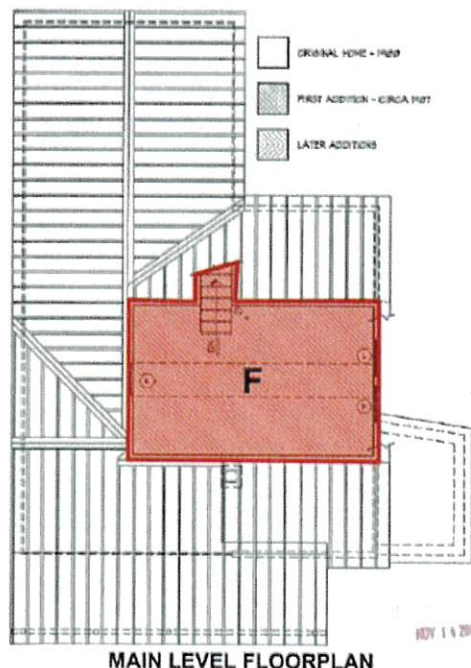
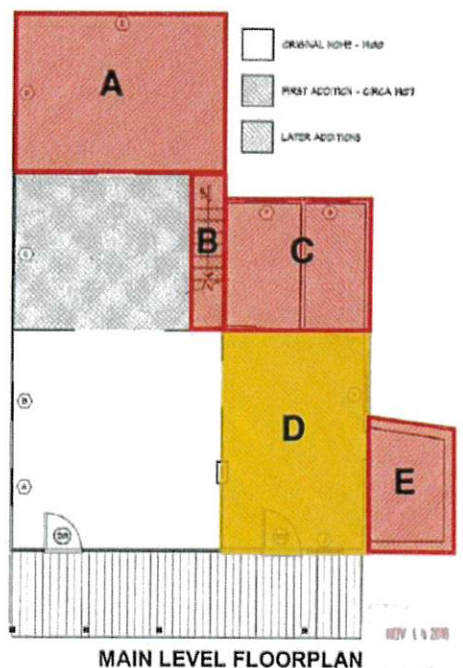
Approval #17 should be updated as a result. If the amendments are not adopted by the City Council, the requirement will still stand that the wood must be painted opaque.

At 12:24 p.m., the Planning Director opened a public hearing. There was no input provided. At 12:24, the Planning Director closed the public hearing.

MOTION: The Planning Director APPROVED the HDDR for a Basement and Rear Addition at 732 Crescent Tram Road and to Rehabilitate the Landmark Historic Structure, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended:

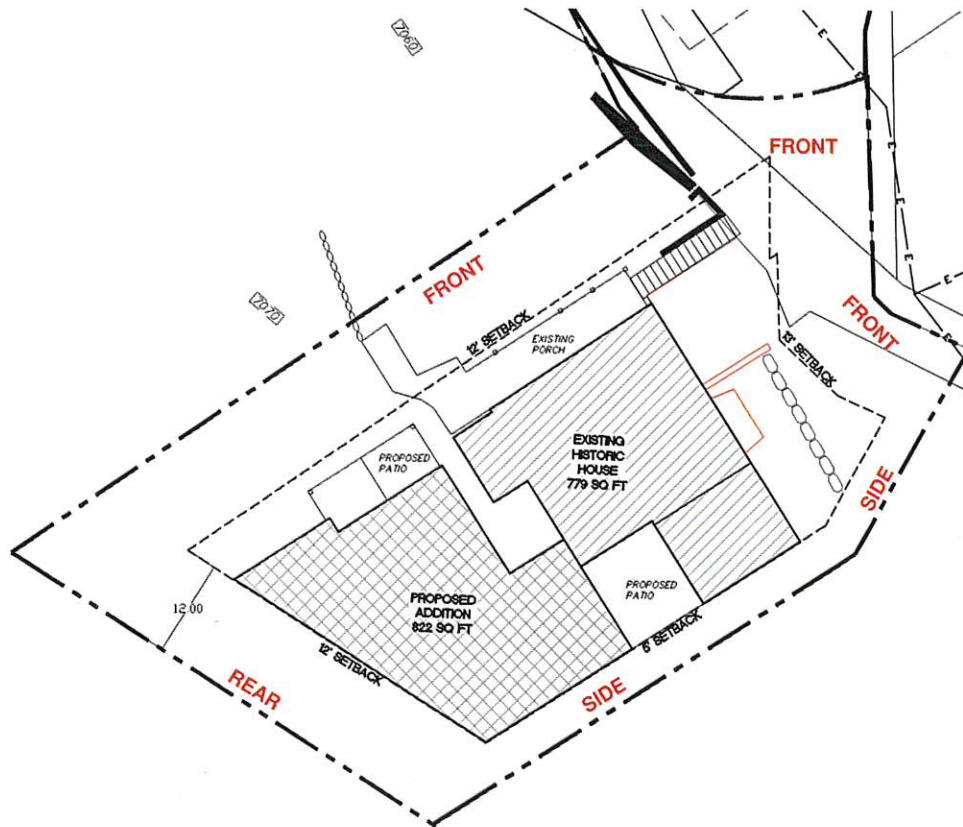
Findings of Fact:

1. 732 Crescent Tram is an unusually shaped, 5,668-square-foot lot.
2. The property is in the Historic Residential - 1 (HR-1) Zoning District.
3. On October 2, 2024, the Historic Preservation Board approved the reconstruction of the Carl Winters 'Addition A', the removal of 60 square feet of material from Addition C to accommodate a transitional element, and the material deconstruction to accommodate a basement addition and addition to the Landmark Historic Structure on a secondary façade.



Winter's additions plan reviewed by the Historic Preservation Board.

4. On March 12, 2025, the Planning Commission approved a Preliminary Subdivision Plat to create a 5,668-square-foot Lot for the Landmark Historic Site. The Final Plat is scheduled for administrative Final Action on June 5, 2025.
5. On April 2, 2025, the Planning Commission approved a Steep Slope Conditional Use Permit for the proposed addition to the Landmark Historic Structure.
6. The Applicant proposes to construct a basement and rear addition on the Landmark Historic Structure.
7. The proposal to construct a basement and rear addition, as conditioned, complies with HR-1 Zoning District requirements outlined in Land Management Code (LMC) Chapter 15-2.2.
8. Two of the purposes of the HR-1 Zoning District are to “preserve the character of Historic residential Development in Park City,” and “encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods.”
9. LMC § 15-4-17 outlines the Setbacks for an unusual Lot. Pursuant to LMC § 15-13-2 *Regulations for Historic Residential Sites*, the existing front and side Setbacks of Historic Sites shall be maintained, and the original location of the main entry of the Historic Structure shall be preserved. Historically, the main entry of the 732 Crescent Historic Structure fronted the Crescent Tram pathway, facing northeast, but also fronts Crescent Road, to the northwest. Therefore, the Lot has two front Setbacks. The side Setback is on the southeast property boundary and the corresponding opposing boundary is the northwest front Lot Line.



10. LMC § 15-2.2-3 outlines Lot and site requirements for the HR-1 Zoning District, shown in the table below:

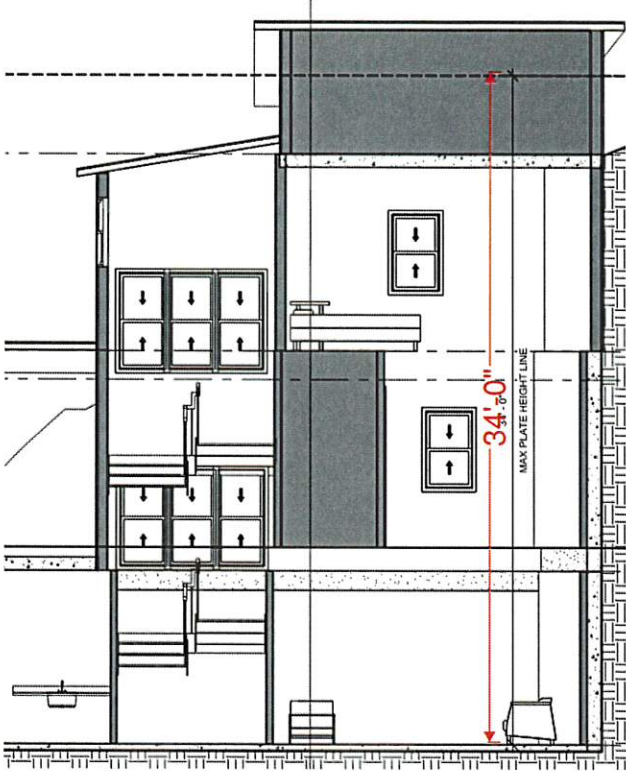
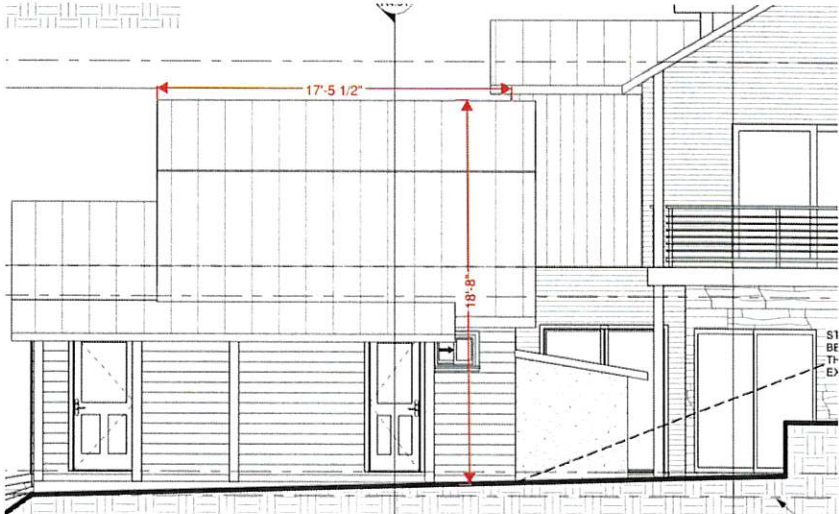
Zoning Requirement	Analysis
Minimum Lot Size – 1,875 square feet	Complies: 5,668 square feet
Maximum Lot Size – 3,750 square feet	Valid Non-Complying: 5,668 square feet LMC § 15-2.2-4 outlines that Landmark Historic Sites that exceed the maximum Lot Area are valid Non-Complying.
Minimum Lot Width measured 15 feet back from the Front Lot Line- 25 feet	Complies: ~55 feet

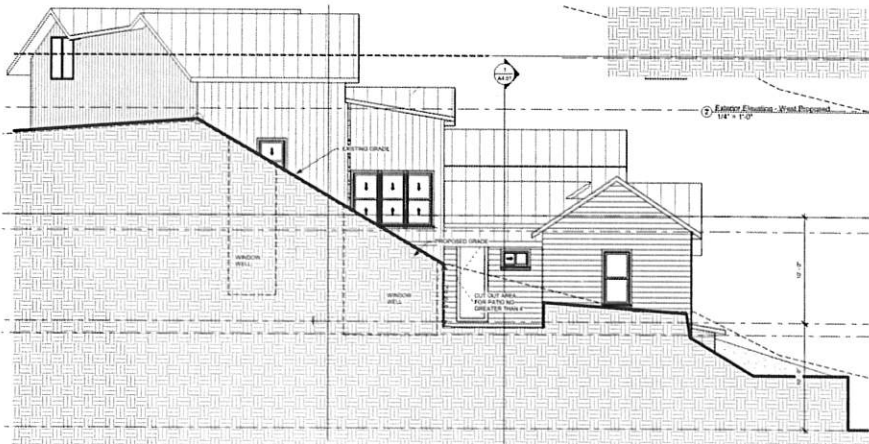
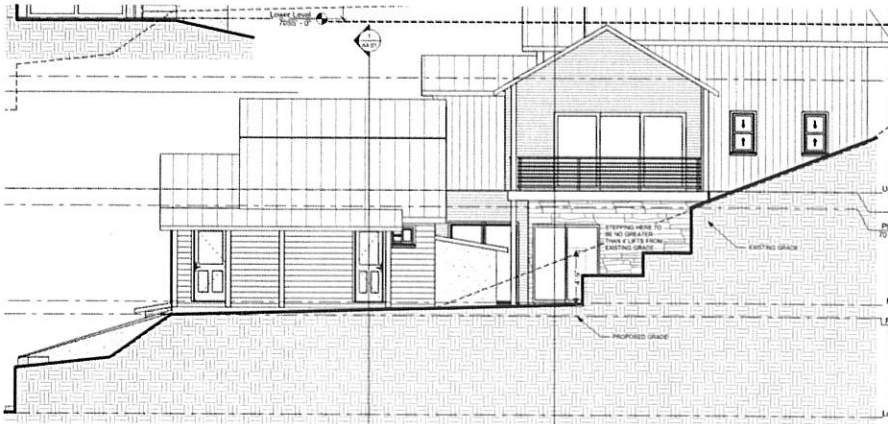
Maximum Building Footprint – 2,061 square feet	Complies: 2,061 square feet
Front Setbacks for Lots between 75 feet and 100 feet in depth – 12 feet or 13 feet minimum each totaling 25 feet	Complies: Front Setbacks: 12 feet and 13 feet There are no proposed exceptions in the Front Setback. Rear Setback: 12 feet There are no proposed exceptions in the Rear Setback.
Side Setbacks for Lots up to 62.5 feet in width – 5 feet minimum each, totaling 14 feet ¹	Complies: 5 feet LMC § 15-2.2-3(J)(3) states the Side Setback must be open and free of any Structure except: "Window wells not exceeding the minimum International Residential Code (IRC) or International Building Code (IBC) requirements for egress may extend not more than four feet (4') into the Side Setback." The Applicant proposes two window wells in the Side Setback. See Condition of Approval 13. LMC § 15-2.2-3(J)(7) states the Side Setback must be open and free of any Structure except: "fences, walls, and retaining walls" no taller than six feet. The Applicant proposes three stone retaining walls in the Side Setbacks that are four feet tall.

11. LMC § 15-2.2-5 outlines structure's height requirements, shown in the table below:

Zoning Requirement	Analysis
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¹ LMC [§ 15-2.2-3\(I\)](#)

Building Height- 27 feet above Existing Grade	Complies: 19.8 feet above Existing Grade
Maximum interior height of 35 feet	Complies: 34 feet  <i>Interior side elevation plans provided by the Applicant.</i>
Step-back- Required at a height of 23 feet for a 10-foot step back	Complies: 17.5-foot Setback at 18.8 feet in height 

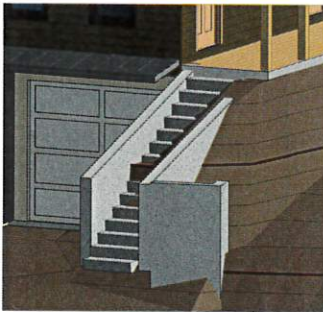
	<i>North elevation plans provided by the Applicant.</i>
Roof Pitch- 7:12 - 12:12	Complies: Pursuant to LMC § 15-2.2-5(C), "The roof pitch of a Structure's Contributing Roof Form shall be between seven: twelve (7:12) and twelve: twelve (12:12)." The proposed roof form is 7:12 and compliant.
Final Grade within 4 feet of Existing Grade	Condition of Approval 6 Required: The proposed Final Grade is within five and six feet of Existing Grade and not compliant. The Applicant shall update the plans to show the Final Grade is within four feet of Existing Grade prior to submitting a Building Permit.  <i>Exterior south side elevation plans provided by the Applicant.</i>  <i>Exterior north side elevation plans provided by the Applicant.</i>

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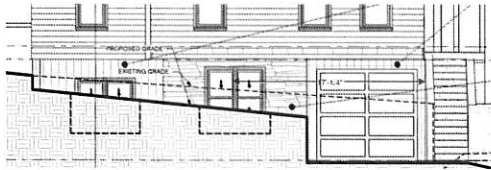
12. The proposal to construct a basement and rear addition complies with criteria outlined in LMC Chapter 15-3, *Off-Street Parking*.
13. LMC § 15-3-6(A) requires two parking spaces for an SFD. LMC § 15-2.2-4 outlines that additions to Landmark Historic Sites are exempt from Off-Street parking requirements, so long as a lockout unit or accessory apartment is not created. LMC 15-3-4(A)(1), outlines that parking spaces within a garage must be at least 11 feet by 20 feet. While the site is exempt from SFD parking requirements due to its Historic status, the Applicant proposes a two-car basement tandem garage that is 11 feet by 40 feet.
14. The proposal to construct a basement and rear addition, as conditioned, complies with Historic Regulations outlined in LMC § 15-13-2 *Requirements for Historic Residential Sites*:

B. Specific Regulations

1. Site Design	Analysis of Proposal
a) Building Setback and Orientation LMC § 15-13-2(B)(1)(a) states, "Maintain the existing front and side yard setbacks of Historic Sites."	Complies: The Historic Structure will be lifted to construct the basement and then replaced in the same location.
b) Topography and Grading: LMC § 15-13-2(B)(1)(b) states, "Maintain the natural topography and original grading of the site when and where feasible."	See Condition of Approval 6: The proposed Final Grade is not within four feet of Existing Grade. The Applicant shall update the plans to be within four feet of Existing Grade prior to submitting a Building Permit.

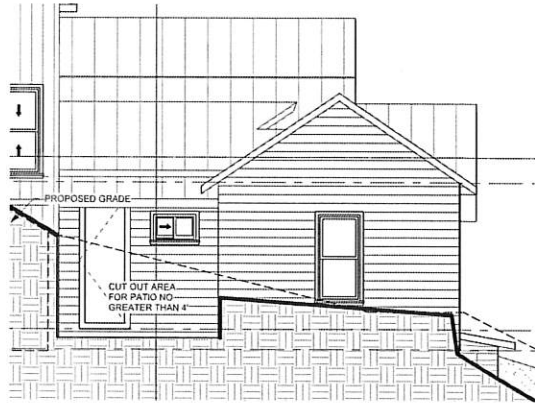
c) Landscaping and Vegetation: LMC § 15-13-2(B)(1)(c) states, "The use of Water Wise Landscaping or permaculture strategies for landscape design shall be considered in order to maximize water efficiency. Where watering systems are necessary, systems that minimize water loss, such as drip irrigation, shall be used. These systems shall be designed to minimize their appearance from areas viewable from the primary public right-of-way."	See Condition of Approval 14: The proposed vegetation shall be at least 50% Water Wise and compliant with LMC § 15-5-5(N). The Applicant shall provide an updated Water Wise irrigation plan at the Building Permit submission.
d) Retaining Walls: LMC § 15-13-2(B)(1)(d) states, "New retaining walls should be consistent with historic retaining walls in design, material, scale of materials, as well as size and mass of the wall. Simple board-formed concrete, stone, and other historic materials are recommended over concrete block, asphalt, or other modern concrete treatments."	See Condition of Approval 15: The Applicant proposes three stone and one concrete retaining walls. The Applicant shall reduce the heights of the retaining walls proposed for the stairs to follow the steps and grade.  <i>Proposed steps.</i>
g) Parking Area & Driveways LMC § 15-13-2(B)(1)(g) states, "New driveways shall not exceed ten (10) feet in width."	See Condition of Approval 16: The proposed driveway exceeds 10 feet in width. The Applicant shall reduce the driveway width to 10 feet in width prior to submitting for a Building Permit.

h) Paths, Steps, Handrails, & Railings (Not Associated with Porches) – LMC § 15-13-2(B)(1)(h) states, “The original path or steps leading to the main entry, if extant, should be preserved and maintained. New hillside steps should be visually subordinate to the associated historic building or structure in materials, size, scale and proportion, as well as massing and shall complement the historic structure in materials, size, scale, and proportion, and massing to protect the integrity of the historic site. For longer-run stairs, consider changes in material to break up the mass of the stairs. New handrails and railings shall complement the historic structure in materials, size, scale and proportions, massing and design to protect the integrity of the historic structure and site.”	See Condition of Approval 15: The proposed stairs are concrete and proposed to be in the same location as they were historically. The Applicant shall update the plans to show the proposed material and height for railings.
2. Primary Structures	Analysis of Proposal

a) Exterior Walls – LMC § 15-13-2(B)(2)(a) states, “Primary and secondary facade components, such as window/door configuration, wall planes, recesses, bays, balconies, steps, porches, and entryways shall be maintained in their original location on the façade. Preserve and maintain historic exterior materials including wood siding (drop siding, clapboard, board and batten), frieze boards, cornices, moldings, shingles, etc., as well as stone and masonry. Repair deteriorated or damaged historic exterior materials using recognized preservation methods appropriate to the specific material.”	Complies: The Applicant proposes to keep the historic form the same, aside from the addition attached to the rear of the Historic Structure. The window openings and porch dimensions will remain the same. The Applicant proposes to keep and restore all Historic Siding.
b) Foundation -- LMC § 15-13-2(B)(2)(b) states, “The historic placement, orientation, and grade of a historic building shall be retained, as shall the original grade of the property where feasible. Window or egress wells, when needed, shall not be located on the primary facade. Window or egress wells shall be located beyond the midpoint of the secondary facades, on the tertiary elevation, or in a location that is not visible from the primary public right-of-way.”	See Condition of Approval 13: The Applicant proposes to lift and return the structure to the same location and at the same level. Most of the window wells are located beyond the midpoint of the structure. One window well is not beyond the midpoint of the structure. The Applicant shall shift the window well to comply with the LMC prior to submitting a Building Permit.  The architectural drawing shows a side elevation of a building. It features a main structure with several windows and a large garage door on the right. A new addition is shown on the left, connected to the main structure. A dashed line indicates the 'PROPOSED GRADE' and another line shows the 'EXISTING GRADE'. A window well is shown for the addition, and a note indicates it should be shifted to comply with LMC requirements.

c) Doors – LMC § 15-13-2(B)(2)(c) states, “Maintain and preserve historic door openings, doors, door surrounds, and decorative door features. New door openings may be considered on secondary facades. A new opening shall be similar in location, size, and type to those seen on the historic structure.”

Complies: The Applicant proposes to keep the two main entrance door openings, restore one historic door and replace the other non-historic door. The Applicant proposes to add one door opening where a window opening is on the south, secondary facade.



Proposed south elevation, provided by the Applicant.

d) Windows – LMC § 15-13-2(B)(2)(d) states, “Maintain and preserve historic window openings, windows, window surrounds, and decorative window features... replacement windows typically shall be of wood and shall complement the style of the historic structure.”

See Condition of Approval 17: The Applicant proposes to preserve all window openings, aside from the ones to be covered by the rear addition, and the one window replaced by the door. All final windows on the Historic Structure shall be wood windows.

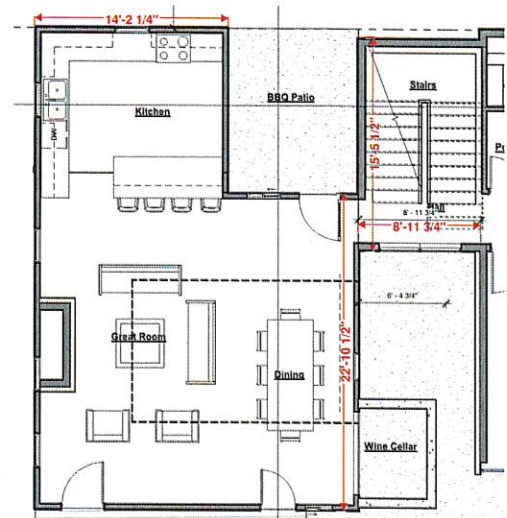
g) Porches - LMC § 15-13-2(B)(2)(g) states, "Preserve and maintain a historic porch by preserving the existing location, form, proportion, details, posts, railing, and stairs. Repair deteriorated historic elements of the porch. Replacement porch elements are allowed only when it can be shown that the historic elements are no longer safe and/or serviceable and cannot be repaired to a safe and/or serviceable condition. Replacement elements shall exactly match the historic elements in size, dimensions, form, profile, and material."	See Condition of Approval 17: The Applicant proposes to keep the historic porch form and dimensions, but to replace some deteriorated materials. The posts and railing will be restored and strengthened to comply with Building Code. The Applicant shall update the plans to show the proposed material to replace the porch decking.
3. Mechanical and Utility Systems and Service Equipment – LMC § 15-13-2(B)(3) states, "Mechanical equipment and utilities, including heating and air conditioning units, meters, and exposed pipes, shall be located on the tertiary façade or another inconspicuous location. If located on a secondary façade, it shall be screened from view by incorporating it into the appearance as an element of the design."	See Condition of Approval 18: The mechanical equipment is proposed to be on the Front façade. The Applicant shall update the plans prior to submitted for a Building Permit to comply with this section of code and Setbacks.
4. Additions to Primary Structures	Analysis of Proposal

a) Protection for Historic Structures & Sites – LMC § 15-13-2(4)(a) states, “Additions to historic structures shall be considered with caution and shall be considered only on non-character defining facades, usually tertiary and occasionally secondary facades. Additions shall not compromise the architectural character of historic structures. Additions to the primary façades of historic structures are inappropriate. Maintain and preserve additions to structures that are significant to the era/period of restoration.”

Complies: The Applicant proposes a rear addition on the secondary façade of the Historic Structure. The proposed design reconstructed one addition and retains four additions completed by Carl Winters between 1962 and 1938.

b) Transitional Elements - LMC § 15-13-2(4)(b) states, “A transitional element shall be required for any addition to a historic structure where the footprint of the addition is 50% or greater than the footprint of the historic structure. On a rear addition, the width of the transitional element shall not exceed two-thirds ($\frac{2}{3}$) the width of the elevation to which the transitional element is connected.”

Complies: The proposed addition is more than 50% of the footprint of the Historic Structure. The proposed transitional element width is 15 feet, 4 inches and not more than two-thirds of the 22-foot, 10 inch Historic Structure’s wall it is connected to.



Interior elevation with measurements by Staff.

- c) General Compatibility – LMC § 15-13-2(4)(c) states, “Additions shall be subordinate in scale to the primary historic structure. The footprint of an addition shall not exceed 50% of the footprint of the historic structure, including any additions that have achieved historic significance in their own right. If the footprint of the addition approaches or exceeds 50% of the footprint of the historic structure, the mass shall be broken into modules to reflect the mass and scale of those modules seen on the historic structure. Large additions (additions with a footprint exceeding 50% of the footprint of the Historic Structure) shall be visually separated from historic buildings when viewed from the public right of way. Where the height of a new addition exceeds the height of the Historic Structure, site topography (e.g., an uphill addition), or both, the addition shall be set away from the historic structure by a minimum of one-half (1/2) the length of the least-wide historic elevation adjacent to the historic elevation to which the transitional element is attached. Building Components and materials used on additions shall be similar in scale and size to those found on the historic building. Window shapes, patterns and proportions found on the historic building should be reflected in the new addition.

See Condition of Approval 19: The proposed plans show the addition broken into modules to reduce the impact of the addition on the Historic Structure.



Front perspective rendering provided by the Applicant.

The proposed addition exceeds the height of the Historic Structure and is set away eight feet, 11 inches, which is half the length of the 14-foot (least-wide) historic elevation.

The Applicant proposes using the following materials: wood siding, Corten siding, cedar shake, stone veneer, and a standing seam metal roof. Corten siding is allowed in a limited fashion, but not as a primary siding material. Stone is not appropriate siding material and should be limited to the foundation. The Applicant shall update the proposed material list to show the proposed materials on all elevations, and to comply with the LMC.

The proposed plans show a balanced solid-to-void windows with 2:1 ratios, and some accent windows.

5. Garages - LMC § 15-13-2(5) states, "A new foundation or basement addition shall not raise a historic structure more than two feet (2') from its original floor elevation. A basement garage addition shall not extend beyond the exterior wall planes of the historic structure's primary or secondary facades. Window or egress wells, if needed, shall not be located on the primary façade. Window or egress wells shall be located behind the midpoint of the secondary façades, on the tertiary façade, or in a location that is not visible from the primary public right-of-way. After construction of a basement garage addition, a historic site shall be re-graded to approximate the grading prior to construction of the addition. A single vehicle garage door not greater than nine feet (9') wide and nine feet (9') high shall be used to access a basement garage addition."	See Condition of Approval 13: The proposed basement garage and addition does not raise the Historic Structure above its current elevation. There is one window proposed on the south side that encroaches beyond the midpoint of the Historic Structure. The Applicant shall remove the window well or shift the entire window to the south to comply. The Applicant proposes an eight-foot-tall by nine-foot-wide garage door. The garage entrance is also offset from the Historic Footprint by two feet.
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15. The Development Review Committee reviewed the proposal on February 4, 2025 and requires Conditions of Approval 8, 9, 10, 11, and 12.
16. Staff published notice on the City's website and posted notice to the property on May 22, 2025. Staff mailed courtesy notice to property owners within 100 feet and posted notice to the property on May 22, 2025.

Conclusions of Law:

1. The proposal, as conditioned complies with the LMC requirements in Chapter 15-2.2 *Historic Residential - 1 (HR-1) District*.
2. The proposal complies with the LMC requirements in Chapter 15-3 *Off-Street Parking*.
3. The proposal, as conditioned, complies with the LMC requirements in

Chapter 15-13-2 Regulations *For Historic Residential Sites.*

Conditions of Approval:

1. Final building plans and construction details shall reflect substantial compliance with the plans reviewed June 5, 2025, by the Planning Director, pending design modifications conditioned, and as required for this approval. Any changes, modifications, or deviations from the approved designs that have not been approved in advance by the Planning and Building Departments may result in a stop work order.
2. If the Applicant does not obtain a Building Permit within one year of the date of this approval, this HDDR approval will expire unless the Applicant submits a written extension requires to the Planning Department prior to the expiration date and the Planning Director approves an extension.
3. The applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans.
4. Any changes, modifications, or deviations from the approved scope of work, in shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or designee prior to construction.
5. The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore not regulated by the City for mine-related impacts. If the property owner does encounter mine waste or mine waste-impacted soils they must handle the material in accordance with State and Federal law.
6. Any areas disturbed during construction surrounding the proposed work shall be brought back to their original state. The Final Grade shall be within four feet of Existing Grade. The Applicant shall update the plans, prior to Building Permit submittal to show the four-foot compliance.
7. All outdoor lighting must be down-directed, fully shielded, with bulbs 3,000 degree Kelvin or less. A fully shielded light is installed in such a manner that all light emitted either directly from the bulb, or indirectly by reflection or refraction, is below the horizontal plane through the fixture's lowest light-emitting part. The top and sides of a Fully Shielded fixture are made of completely opaque material such that light only escapes through the bottom of the fixture. Final lighting details shall show compliance with this condition and shall be reviewed by the Planning Staff prior to installation.
8. If the portion of the driveway that encroaches into the City public Right-of-

Way is to be heated, an encroachment agreement approved by the Engineering Department shall be executed and recorded at Summit County.

9. Prior to the issuance of any Building Permits the Engineering Department shall review and approve the Applicant's Soils Investigation Report and a Geotechnical Report to ensure proper soil stabilization and drainage on site.
10. Prior to submitting a Building Permit, the Applicant shall submit a plan demonstrating how they will provide the temporary shoring needed during construction, subject to City Engineer approval.
11. City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards is a condition precedent to Building Permit issuance.
12. Because the home is five feet or less from the property line, Snow Shed and Access Agreements will need to be made with neighboring properties.
13. Prior to Building Permit submittal, the window well dimensions shall be called out on the plans and shall not encroach into the Setback by more than the minimum International Residential Code (IRC) or International Building Code (IBC) requirements for egress. The window well on the east elevation shall be removed or moved beyond the midpoint of the Historic Structure.
14. The Applicant shall provide an updated Water Wise irrigation and landscape plan at Building Permit submission, compliant with LMC § 15-5-5(N), Municipal Code of Park City Chapter 11-21, and § 14-1-5. The Applicant shall also provide an existing landscape plan that specifies what Significant Vegetation will be removed. Trees proposed to be removed will be replaced in a manner that mitigates the visual impact of the Structure when viewed cross canyon and from the Street.
15. The retaining walls for the stairs shall be reduced in height to step and follow the grade and steps, to reduce the wall effect. The Applicant shall show the reduced walls, proposed railings, and materials on the plans prior Building Permit submittal.
16. The proposed driveway shall be reduced to 10 feet in width.
17. Final materials proposed on the Historic Structure windows and porch shall be wood. All wood materials on the historic structure shall be painted or stained opaque.
18. The Applicant shall update the proposed plans, prior to Building Permit submittal, to show all mechanical equipment compliant with LMC § 15-13-

2(B)(2) and Setback requirements. Mechanical equipment may not be on a primary façade, must be screened, and at least three feet away from the Lot lines.

19. The Applicant shall update the final material list to show all materials on all proposed elevations and final materials shall comply with LMC § 15-13-2 prior to Building Permit submittal.
20. Pursuant to LMC § 15-13-2(B)(4)(c), the Applicant shall update the porch on the non-historic addition to be five feet or less in depth and to have a shed roof covering the porch to be compatible with the Historic Structure.

D. 71 Daly Avenue – Extension of Historic District Design Review Approval – The Applicant Requests a One-Year Extension of the May 9, 2024 HDDR Approval to Construct a Rear Addition to a Single-Family Dwelling Designated as a Significant Historic Structure Located in the Historic Residential - 1 Zoning District. PL-25-06516.

Manager Martin presented the Staff Report and explained that the item is an Extension of HDDR Approval for 71 Daly Avenue. She shared the Vicinity Map and reported that 71 Daly Avenue is a Significant Historic Structure. The miner's cottage was built circa 1900. In October 2023, the Historic Preservation Board approved the removal of 20-square-feet of historic siding to accommodate the addition. In May 2024, the Planning Department approved the HDDR for the rear addition. Manager Martin noted that the proposed addition complies with the Historic Residential – 1 Zoning District requirements.

The maximum building footprint for the lot is 1,649-square-feet. With the historic structure, the total square footage is 1,580-square-feet. The addition meets front, rear, and side setbacks determined by the lot dimensions. Building height is 26-feet and 10-inches, which meets the maximum building height of 28-feet in the Historic Residential – 1 Zoning District. The interior height is 35-feet as measured from the lowest finished floor plane. At approximately 20-feet in height from existing grade at the front of the structure, there is a 23-foot stepback between the historic building and the transitional elements.

The proposed addition complies with LMC regulations for Historic Residential Sites by being simple in form and design as well as utilizing exterior siding materials comparable with those located on the historic structure. Since the addition exceeds the footprint of the historic structure, there is a transitional element that is separating the historic structure from the addition. The addition is also set back from the miner's cottage.

The extension request is based on LMC 15-11-12, which states that the HDDR approval expires within one year of Final Action. The Planning Director may grant a one-year extension. The applicant submitted the extension request prior to the expiration date and no changes are proposed to the original approval. There are no changes in circumstance at the property or surroundings that would result in an unmitigated impact or a finding of noncompliance. Manager Martin reviewed some of the Conditions of Approval:

- Condition of Approval #8:
 - The Applicant shall provide the City with a Financial Guarantee to ensure compliance with the conditions and terms of the Historic Preservation Plan prior to the issuance of a Building Permit.
- Condition of Approval #11:
 - The Applicant shall provide an updated existing conditions survey and revised topographical plans and roof-over-topography plans to conform compliance with height requirements prior to submitting for a Building Permit.
- Condition of Approval #13:
 - If a Building Permit is not issued by May 9, 2026, this approval shall expire and a new Historic District Design Review application must be submitted and reviewed by the Planning Department.

Staff recommends reviewing the extension proposal, conducting a public hearing, and approving the extension based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Final Action Letter. Martin Paris made a comment about the Financial Guarantee. He would like to see that executed so this is in compliance.

At 12:30 p.m., the Planning Director opened a public hearing. There was no input provided. At 12:30, the Planning Director closed the public hearing.

Director Ward noted that this was originally approved on May 9, 2024. The Final Action Letter would require that this Building Permit be issued prior to May 9, 2026.

MOTION: The Planning Director APPROVED the HDDR Extension for 71 Daly Avenue, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. 71 Daly Avenue is a Significant Historic Structure on Park City's Historic Sites Inventory.
2. The home was constructed c. 1900 and is a T/L Cottage form.
3. In 1984, 71 Daly Avenue was listed on the National Register of Historic Places as part of the Park City Mining Boom Era Residences Thematic District.
4. On May 16, 2023, the Applicant submitted a full HDDR application for a proposed addition to the Single-Family Dwelling.
5. The proposed addition complies with the requirements of the Historic

Residential – 1 (HR – 1) Zoning District as outlined in LMC § 15-2.2, as follows:

Minimum Lot Size: 1,875 square feet	Complies – The Lot is 4,175 square feet in size.
Maximum Lot Size: 3,750 square feet	Complies – Pursuant to LMC 15-2.2-4 exempts Historic Sites from the maximum Lot Size requirement.
Lot Width: 25 feet measured 15 feet back from front Lot Line	Complies – The Lot is 39.80 feet in width at the front Lot Line and 43.70 feet in width at the rear Lot Line.
Building Footprint: 1,649.13 square feet Maximum Footprint: $(4,175/2) \times 0.9^{(4,175/1,875)}$ $(2,087.5) \times 0.9^{(2.2266666)}$ $2,087.5 \times 0.79 = 1,649.125$	Complies – The maximum allowed Building Footprint is 1,649.13 square feet; the combination of the existing Historic Structure (816 square feet) and the proposed addition (764 square feet) is 1,580 square feet.
Front and Rear Setbacks for Lots between 75 feet and 100 feet in depth: 12/13 feet, totaling 25 feet	Complies – The Lot is 97.5 feet in depth. The Historic Structure is 42 feet 8 ¾ inches from the front Lot Line; the proposed addition is 13 feet 2 inches from the rear Lot Line.
Side Setbacks: For Lots up to 50 feet in width, the Side Setbacks are 5 feet each, totaling 10 feet	Complies – The Lot is 39.8 feet in width, measured 15 feet from the front Lot line. The proposed addition is 5 feet 2 ½ inches from the northern side Lot Line and 5 feet from the southern side Lot Line. The Historic Structure is located approximately 1 foot 9 ½ inches from the northern side Lot Line and 2 feet 8 inches from the southern side Lot Line. Pursuant to LMC § 15-2.2-4, Historic Structures that do not comply with required Setbacks are considered valid Non-Complying Structures and are permitted to remain in place.

Building Height: 27 feet from grade to highest point, 35 feet from lowest finish floor plane to top of topmost wall plate. A minimum 10-foot horizontal step back shall take place no more than 23 feet in height from where the Building Footprint meets the lowest point of Existing Grade.	Complies – The proposed height from the highest point of the addition to Existing Grade as shown on the left elevation is 26 feet 10 inches. The total interior height of the Structure is 35 feet as measured from the lowest finish floor plane to the top of the topmost wall plate. At approximately 20 feet in height from Existing Grade at the front of the building, there is a 23-foot step-back between the Historic Structure and the transitional element's roof ridgeline.
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6. The proposed addition complies with the requirements of the Regulations for Historic Residential Sites outlined in LMC § 15-13-2(B)(4), as follows:

Requirement	Analysis of Proposal
Protection for Historic Structures and Sites: 1) Additions to historic buildings should be considered only when it is demonstrated	1) Complies – The Applicant has outgrown the existing footprint of the Structure, and a prior property owner relocated the Structure farther forward on the Lot and poured a new foundation to accommodate a rear addition.

that the new use of the building cannot be accommodated by solely altering interior spaces. 2) Additions to historic structures shall be considered with caution and shall be considered only on non-character defining facades, usually tertiary and occasionally secondary facades. Additions shall not compromise the architectural character of historic structures. Additions to the primary facades of historic structures are inappropriate. 3) Additions should be visually subordinate to historic buildings when viewed from the primary public right-of-way. 4) Additions to historic structures shall not be placed so as to obscure, detract from, or modify historic roof forms. 5) Additions to historic structures shall not contribute significantly to the removal or loss of historic material.	2) Complies – The proposed addition is located on the rear (tertiary) façade. 3) Complies - The proposed addition is set back from the front of the structure and is connected by a transitional element to mitigate the appearance of the addition. 4) Complies – The proposed addition will not alter the historic roof form. 5) Complies – The Applicant obtained approval from the Historic Preservation Board to remove approximately 20 square feet of siding and framing to accommodate the transitional element and installation of a new door.
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6) Where the new addition abuts the historic building, a clear transitional element between the old and the new should be designed and constructed. Minor additions, such as bay windows or dormers do not require a transitional element. 7) Maintain and preserve additions to structures that are significant to the era/period of restoration. 8) In-line additions shall be avoided.	6) Complies – See “Transitional Elements” Analysis 7) Not Applicable – there are no historic additions on the subject property. 8) Complies – the Applicant has not proposed an in-line addition.
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Transitional Elements:

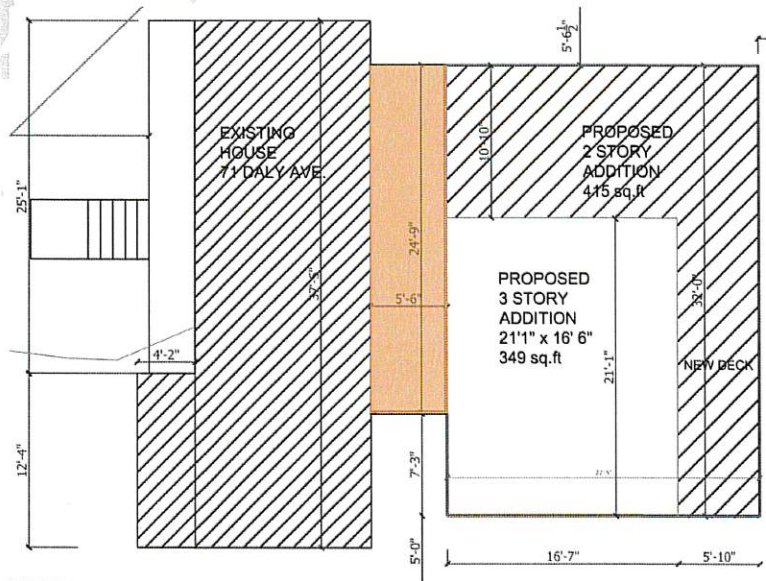
- 1) In-line additions should be avoided and are generally not appropriate.
- 2) A transitional element shall be required for any addition to a historic structure where the footprint of the addition is 50% or greater than the footprint of the historic structure. The historic structure's footprint may include additions to the historic structure made within the historic period that have gained historic significance in their own right.

- 1) **Complies** – the Applicant has not proposed an in-line addition.
- 2) **Complies** – the Applicant has proposed a transitional element.

- 3) When an addition to a historic structure is less than 50% of the historic structure's footprint but exceeds the height of the historic structure due to either the greater height of the addition, site topography (e.g., an uphill addition), or both, a transitional element shall be required.
- 4) On a rear addition, the width of the transitional element shall not exceed two-thirds ($\frac{2}{3}$) of the width of the elevation to which the transitional element is connected. The transitional element shall be set in from the corners of the affected historic elevation by a minimum of two feet (2').
- 5) In the case of additions to the secondary façade, visible from the primary public right-of-way, the transitional element shall be setback a

3) **Complies** – The proposed addition is 104% the size of the Historic Structure and exceeds the height of the Historic Structure. The Applicant has proposed a transitional element.

4) **Complies** - The proposed transitional element is 24 feet 9 inches in width and is attached to a 37 foot 5-inch-wide wall on the Historic Structure. It is exactly $\frac{2}{3}$ the width of the affected elevation. The transitional element is set in approximately 3 feet from the northern edge of the Historic Structure and 9 feet 6 inches from the southern edge of the Historic Structure.



5) **Not Applicable** – the proposed addition is not located on a secondary façade.

minimum of five feet (5') from the primary façade. 6) The depth of the transitional element (i.e., the distance between the affected historic elevation and the addition) shall be a minimum of one-third (1/3) the length of the least wide historic elevation adjacent to the impacted historic elevation. 7) The highest point of the transitional element shall be a minimum of two feet (2') lower than the highest ridgeline of the historic structure. 8) Balconies and decks may be attached to the secondary facades of a transitional element; however, no roof deck is permitted on the transitional element. 9) When an existing non-historic or non-contributory addition is used as a transitional element, the preceding guidelines for transitional elements shall not apply.	6) Complies – the proposed transitional element is more than 1/3 the length of the least wide historic elevation: the least-wide historic elevation is 12 feet 6 inches in width and the proposed transitional element is 5 feet 6 inches in width, resulting in a transitional element that is approximately 44% of the width of the least-wide historic façade. 7) Complies – the proposed transitional element features a gabled roof; the peak of this roof sits 2 feet below the ridgeline of the Historic Structure. 8) Not Applicable – No balconies or decks are proposed on the transitional element. 9) Not Applicable – the proposed addition is not utilizing an existing non-historic or non-contributory addition as a transitional element.
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General Compatibility:

- 1) Additions shall complement the visual and physical qualities of the historic building.
- 2) The addition shall be a contemporary interpretation of the historic structure's architectural style.
- 3) Additions shall be subordinate in scale to the primary historic structure. The footprint of an addition shall not exceed 50% of the footprint of the historic structure, including any additions that have achieved historic significance in their own right. If the footprint of the addition approaches or exceeds 50% of the footprint of the historic structure, the mass shall be broken into modules to reflect the mass and scale of those modules seen on the historic structure.
- 4) Additions shall be visually subordinate to historic structures.
- 5) Large additions shall be visually separated from historic buildings

- 1) **Complies** - The addition is not heavily ornamented and is simple in form and design.
- 2) **Complies** – The proposed addition incorporates a number of building materials and roof forms seen on the Historic Structure. The addition is not heavily ornamented and is simple in form and design.
- 3) **Complies** – The Applicant has created vertical modules in the proposed addition to mitigate its visual impact and reduce its mass and scale.
- 4) **Complies** – The proposed addition exceeds the footprint of the Historic Structure but is separated by a transitional element which sits two feet below the ridgeline of the Historic Structure.
- 5) **Complies** – The proposed addition exceeds the height of the Historic Structure and is set back from the miner's cottage.
- 6) **Complies** – The proposed addition utilizes exterior siding materials that are comparable with those located on the Historic Structure.
- 7) **Complies** - the proposed windows meet the 2:1 height to width ratio and are aluminum-clad wood. The solid to void ratio is compatible with the Historic Structure.

when viewed from the public right-of-way. 6) Building Components and materials used on additions shall be similar in scale and size to those found on the historic building. 7) Window shapes, patterns and proportions found on the historic building should be reflected in the new addition. 8) Windows, doors, and other features on a new addition shall be designed to be compatible with the historic structure and surrounding historic sites. Windows, doors, and other openings shall be of sizes and proportions similar to those found on nearby historic structures. When using new window patterns and designs, those elements shall respect the typical historic character and proportions of the windows on the primary historic structure and adjacent historic structures. The solid-to-void relationship and detailing of an addition shall be compatible with the historic structure.	8) Complies – the proposed windows meet the 2:1 height to width ratio and are aluminum-clad wood. The solid to void ratio is compatible with the Historic Structure. The proposed doors are simple in design and are constructed of a compatible wood material.
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7. On October 4, 2023, the Historic Preservation Board approved the removal of twenty square feet of historic siding from the rear of the Single-Family Dwelling to accommodate the construction of the proposed addition.
8. On May 9, 2024, the Planning Director approved the Historic District Review subject to the Conditions of Approval herein.
9. The May 9, 2024, HDDR Final Action Letter included a condition that a Building Permit must be issued within one year of HDDR approval.
10. A Building Permit was not issued by the expiration of May 9, 2025; the Applicant submitted an extension request prior to the expiration date.
11. The application was noticed on the City's website for the May 29, 2025, Administrative Public Hearing; however public notice was not mailed to property owners within 100 feet of the property by the 14-day noticing period. Therefore, the extension request was continued to the June 5, 2025, Administrative Public Hearing and notice posted to the property and mailed to property owners within 100 feet of the property on May 22, 2025.

Conclusions of Law:

1. The proposal to construct an addition to the Single-Family Dwelling at 71 Daly Avenue complies with the requirements set forth in the Historic Residential – 1 (HR – 1) Zoning District (LMC Chapter 15-2.2).
2. The proposal to construct an addition to the Single-Family Dwelling at 71 Daly Avenue complies with the Regulations for Historic Residential Sites as outlined in LMC § 15-13-2(B)(4).

Conditions of Approval:

1. The Applicant is responsible for notifying the Planning Department and Building Department prior to proposing any changes to this approval.
2. The Applicant shall submit in writing any changes, modifications, or deviations from the approved scope of work for Planning review and approval or denial in accordance with the applicable standards prior to construction.
3. An encroachment or access agreement is required for work conducted five feet or less from a lot line or having the potential to encroach on another property.

4. The site shall be re-graded so that all water drains away from the Structure and does not enter the foundation.
5. Any areas disturbed during construction surrounding the proposed work shall be brought back to their original state.
6. Deteriorated or damaged historic features and elements shall be repaired rather than replaced. Where the severity of deterioration or existence of structural or material defects requires replacement, the feature or element shall match the original in design, dimension, texture, material, and finish. The Applicant must demonstrate the severity of deterioration or existence of defects by showing that the historic materials are no longer safe and/or serviceable and cannot be repaired to a safe and/or serviceable condition.
7. Should the Applicant uncover historic window and/or door openings that were not documented at the time of the Historic Preservation Board's review, the Applicant shall schedule a site visit with the Planning Department and determine if the opening should be restored. Any physical evidence of lost historic window and/or door openings shall be documented, regardless of plans for restoration.
8. The Applicant shall provide the City with a Financial Guarantee to ensure compliance with the conditions and terms of the Historic Preservation Plan prior to the issuance of a Building Permit.
9. The addition shall be undertaken in such a manner that if removed in the future the essential form and integrity of the Landmark Historic Structure could be restored.
10. The Applicant shall provide fire suppression for the Historic Structure and new addition as required by adopted Building and Fire Codes.
11. The Applicant shall provide an updated existing conditions survey and revised topographical plans and roof-over-topography plans to conform compliance with height requirements prior to submitting for a Building Permit.
12. All documents submitted for a Building Permit shall be stamped by a professional licensed to practice in the State of Utah.
13. If a Building Permit is not issued by May 9, 2026, this approval shall expire and a new Historic District Design Review application must be submitted and reviewed by the Planning Department.

3. ADJOURNMENT

MOTION: Director Ward moved to ADJOURN.

The meeting adjourned at approximately 12:31 p.m.

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke, positioned below the text "The meeting adjourned at approximately 12:31 p.m.".



732 CRESCENT TRAM

HISTORIC DISTRICT DESIGN REVIEW

Planning Department

PL-23-05741 | June 5, 2025



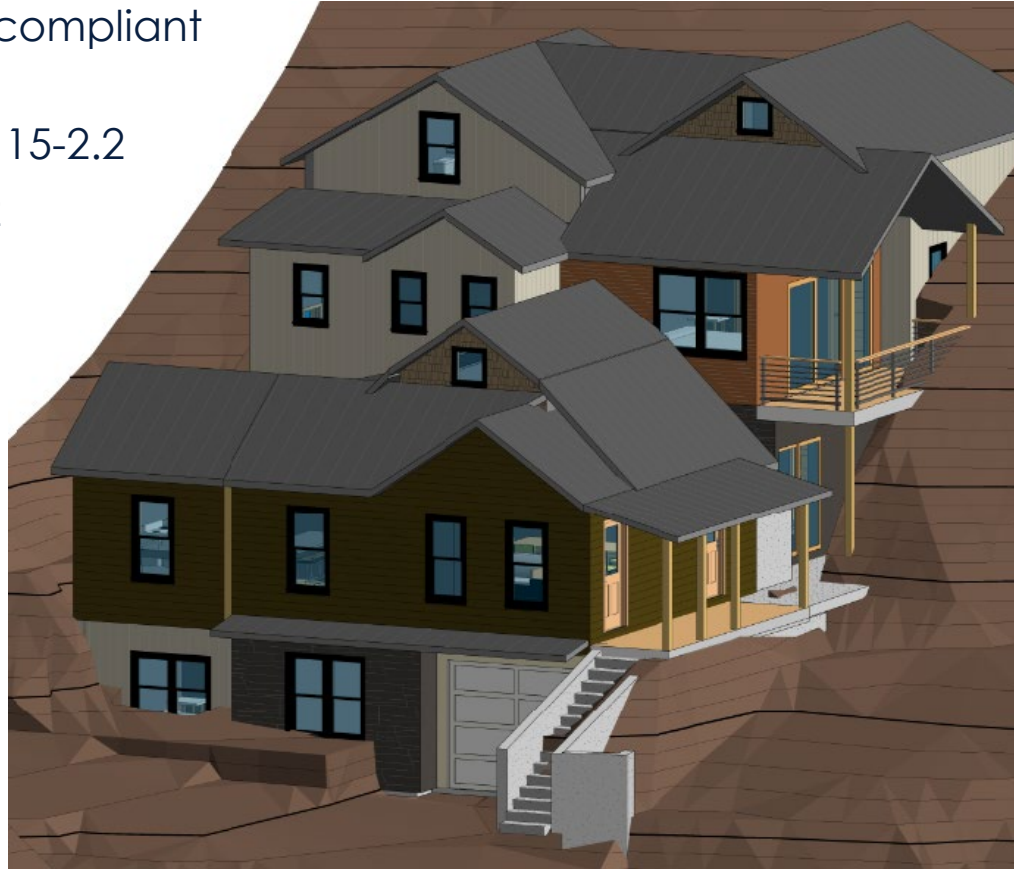
732 Crescent Tram

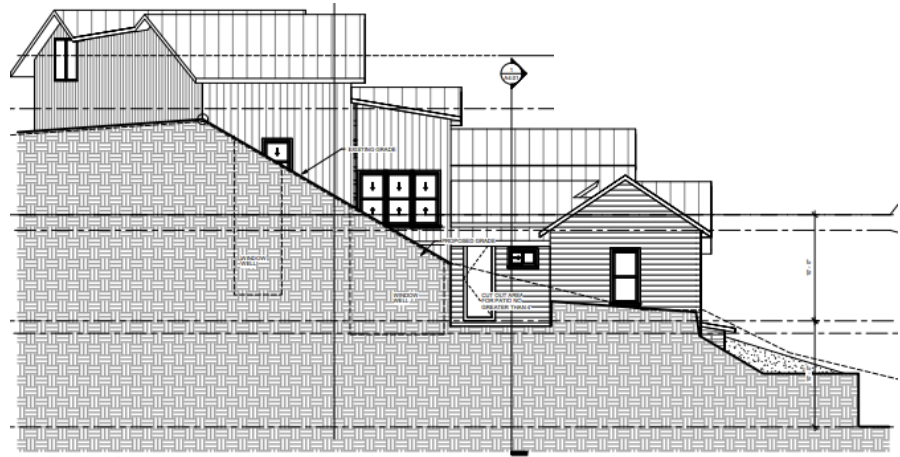
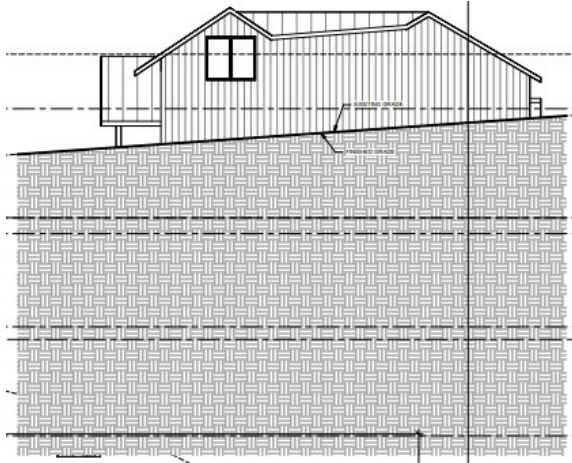
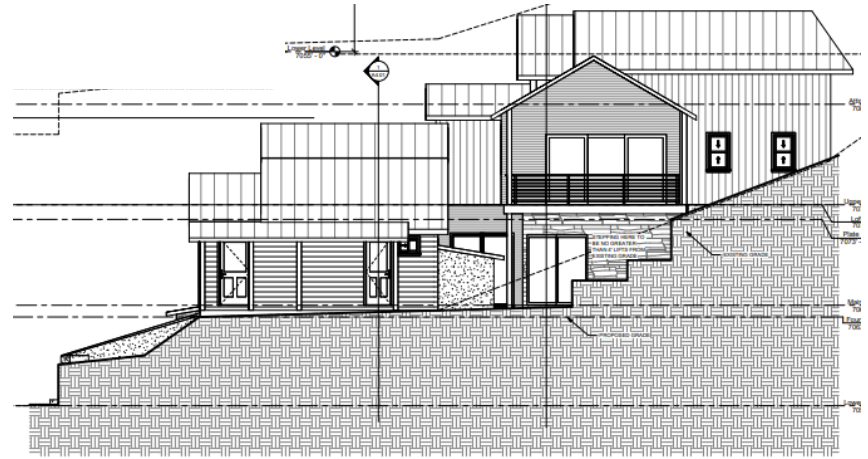


732 Crescent Tram

As conditioned, compliant with:

- LMC Chapter 15-2.2
- LMC § 15-13-2





Conditions of Approval

15. The retaining walls for the stairs shall be reduced in height to step and follow the grade and steps, to reduce the wall effect. The Applicant shall show the reduced walls, proposed railings, and materials on the plans prior Building Permit submittal.

16. The proposed driveway shall be reduced to 10 feet in width.

17. Final materials proposed on the Historic Structure windows and porch shall be wood. All wood materials shall be painted or stained opaque.

Conditions of Approval

18. The Applicant shall update the proposed plans, prior to Building Permit submittal, to show all mechanical equipment compliant with LMC § 15-13-2(B)(2) and Setback requirements. Mechanical equipment may not be on a primary façade, must be screened, and at least three feet away from the Lot lines.

19. The Applicant shall update the final material list to show all materials on all proposed elevations and final materials shall comply with LMC § 15-13-2 prior to Building Permit submittal.

20. Pursuant to LMC § 15-13-2(B)(4)(c), the Applicant shall update the porch on the non-historic addition to be five feet or less in depth and to have a shed roof covering the porch to be compatible with the Historic Structure.



1328 PARK AVENUE

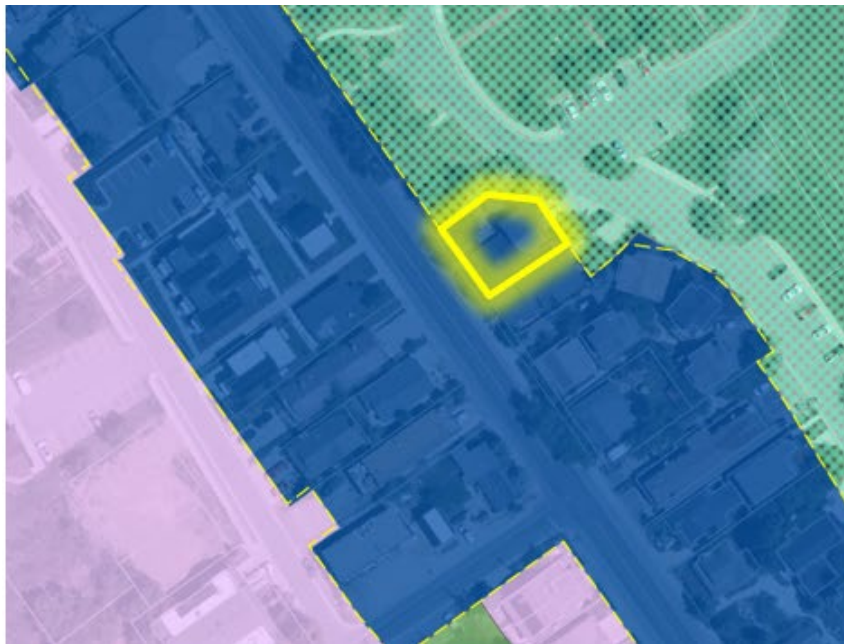
HISTORIC DISTRICT DESIGN REVIEW

Planning Department

PL-24-06312 | June 5, 2025



1328 Park Ave



1328 Park Ave

As conditioned, compliant
with:

- LMC Chapter 15-2.2
- LMC § 15-13-2





Existing west elevation.



Existing east elevation.



Proposed west elevation.



Proposed east elevation.



Existing north elevation.



Existing south elevation.



Proposed north elevation.



Proposed south elevation.

Conditions of Approval

5. The property is in the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance), has been issued a Certificate of Compliance, and the proposed work shall comply with that certificate.

7. Wood shingles are prohibited. The Landmark Historic Structure wood siding shall be painted opaque.

8. Pursuant to LMC § 15-13-2(A)(9) and LMC § 15-13-2(B)(4)(c), the Applicant shall update the plans to simplify the ornate detailing on the new front deck, the garage doors, the new rear covered deck, and the new rear entrance to be more compatible with the Historic District, to not detract from the Historic Structure's historic character, and reflect the era of construction.

Conditions of Approval

9. The second-level addition shall be updated to be set back from the Landmark Historic Structure by at least 12 feet, two inches pursuant to LMC § 15-13-2(B)(4)(c).

10. The Applicant shall update the plans to show the dimensions of the window well in the Side Setback and it shall not exceed the minimum egress required pursuant to the IBC.

11. The Applicant shall update the deck on the front façade of the new proposed addition to include a shed roof and be reduced to five feet in depth to reflect traditional historic porch depths.

> Hi Rebecca,

>

> Questions about 732 Crescent Tram:

>

> 1. What is the setback requirement for this home from the public easement/pedestrian walkway? Please make sure it's significant given the size of this proposed home and its proximity to a very popular and beloved historic trail. It looks like the driveway and the path will overlap. They should be separated for safety and to preserve the historic pedestrian use.

>

> 2. Why isn't this enormous proposed home being accessed from Lowell Ave - thru the gate and across the PCMC property which already has a driveway to the lot adjacent to 732 Crescent Tram? Surely this would be a safer access point and would avoid disrupting the pedestrian path. Allowing what is proposed destroys a treasured, special, old town historic trail. The two homes squeezed in atop Crescent Tram (and accessed from Lowell) nearly destroyed this historic corner, but allowing what is proposed certainly will.

>

> 3. What will prevent the home owner from parking in their driveway and blocking the pedestrian path? Clearly this is what will happen. Has a traffic study been done to ensure the safety of adding a driveway to this dangerous one lane corner?

>

> 4. How can this be approved without a construction plan that doesn't close the road frequently? Where is the staging area? The adjacent lot should not be allowed for this purpose!

>

> 5. How will this home owner receive appliance and furniture deliveries or have the home serviced after it's constructed without disrupting and blocking the historic pedestrian walkway? The plans for locating this huge home here truly destroys what makes old town special.

>

> Laura Suesser

>

> Sent from my iPhone